



CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

May 2, 2005

S. 629

Railroad Carriers and Mass Transportation Protection Act of 2005

As reported by the Senate Committee on the Judiciary on April 25, 2005

CBO estimates that implementing S. 629 would have no significant cost to the federal government. Enacting the bill could affect direct spending and revenues, but CBO estimates that any such effects would not be significant. S. 629 contains no intergovernmental or private-sector mandates as defined in the Unfunded Mandates Reform Act and would impose no costs on state, local, or tribal governments.

S. 629 would broaden the coverage of current laws against attacks on railroads or other mass transportation systems, thus enabling the government to pursue cases that it otherwise would not be able to prosecute. We expect that S. 629 would apply to a relatively small number of offenders, however, so any increase in costs for law enforcement, court proceedings, or prison operations would not be significant. Any such costs would be subject to the availability of appropriated funds.

Because those prosecuted and convicted under S. 629 could be subject to civil and criminal fines, the federal government might collect additional fines if the legislation is enacted. Collections of civil fines are recorded in the budget as revenues. Criminal fines are recorded as revenues, then deposited in the Crime Victims Fund and later spent. CBO expects that any additional revenues and direct spending would not be significant because of the small number of cases affected.

The CBO staff contact for this estimate is Mark Grabowicz. This estimate was approved by Peter H. Fontaine, Deputy Assistant Director for Budget Analysis.